

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 05/09/1995

ANC94LA126		08/31/1994		CAPE SABINE, AK		Aircraft Reg No. N9825F		Time (Local): 18:30 ADT	
File No. 1589									
Make/Model: CESSNA / 208						Fatal		Serious	
Engine Make/Model: P&W / PT6-114						Crew		0	
Aircraft Damage: Substantial						Pass		0	
Number of Engines: 1								Minor/None	
Operating Certificate(s): On-demand Air Taxi								1	
Name of Carrier: ALASKA ISLAND AIR, INC.								1	
Type of Flight Operation: Non-scheduled; Domestic; Passenger Only									
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter									
Last Depart. Point: KOTZEBUE , AK						Condition of Light: Day			
Destination: Same as Accident/Incident Location						Weather Info Src: Unknown			
Airport Proximity: On Airport						Basic Weather: Visual Conditions			
Airport Name: CAPE SABINE						Lowest Ceiling: 1200 Ft. AGL, Overcast			
Runway Identification: 20						Visibility: 2.00 SM			
Runway Length/Width (Ft): 2700 / 75						Wind Dir/Speed: 290 / 020 Kts			
Runway Surface: Gravel						Temperature (°C): 7			
Runway Surface Condition: Dry						Obstr to Vision:			
						Precipitation: Rain			
Pilot-in-Command		Age: 38				Flight Time (Hours)			
Certificate(s)/Rating(s)						Total All Aircraft: 3975			
Commercial; Multi-engine Land; Single-engine Land						Last 90 Days: 60			
Instrument Ratings						Total Make/Model: 110			
Airplane						Total Instrument Time: 100			

THE PILOT FLEW A SINGLE ENGINE AIRPLANE UNDER 14 CFR PART 135 IN IMC CONDITIONS WITH A PASSENGER ON BOARD THROUGH THE USE OF A GPS. HE LET DOWN THROUGH AN OVERCAST USING THE GPS AT A LOCATION WHERE NO INSTRUMENT APPROACH PROCEDURE WAS AVAILABLE. HE ATTEMPTED TO LAND THE AIRPLANE AND STRUCK A WING WHILE CROSSING THE RUNWAY AT A 45 DEGREE ANGLE. HE MADE TWO OTHER ATTEMPTS BEFORE SUCCESSFULLY LANDING THE AIRPLANE WITH THE PASSENGER'S HELP.

Brief of Accident (Continued)

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08/31/1994

CAPE SABINE, AK

Aircraft Reg No. N9825F

Time (Local): 18:30 ADT

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. (C) INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

THE PILOT'S IMPROPER PREFLIGHT PLANNING, INADEQUATE COMPENSATION FOR THE WIND CONDITIONS, NOT FOLLOWING PROCEDURES AND DIRECTIVES, AND OVERCONFIDENCE IN HIS ABILITIES, AND THE OPERATORS INADEQUATE SURVEILLANCE OF THE OPERATION.